

WESTERN PACIFIC
Mileposts

SEPTEMBER 1958



Mileposts

WESTERN PACIFIC

Vol. X, No. 2

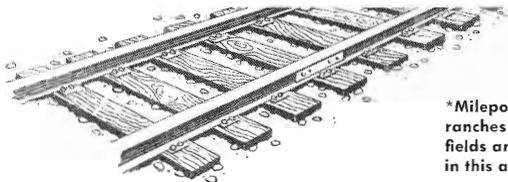
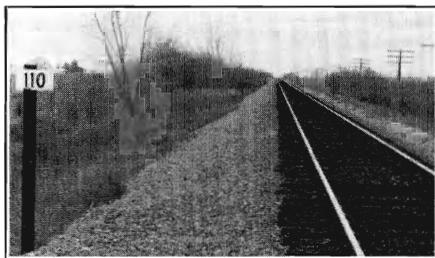
SEPTEMBER, 1958

*Milepost No. 110

Department of Public Relations

WESTERN PACIFIC RAILROAD
SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.

526 Mission Street
San Francisco 5, California
Lee "Flash" Sherwood, Editor
A. L. Lloyd, Associate Editor



*Milepost No. 110: Dairy ranches and alfalfa fields are numerous in this area.

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COVER: Shortly after this picture was taken the Circus Train left Winnemucca. Identified in the picture are at the left, Walter Polkinghorn, former president, Winnemucca Shrine Club; under the balloons are Oscar Enz, president, and Harvey Durbin, ex-president; in the clown uniform is Judge Mervyn Brown.
—Photo by Glenn Couch, Winnemucca.



MILEPOSTS

Circus special runs again

For the tenth consecutive year, Western Pacific, in cooperation with the Winnemucca Shrine Club, ran a special train to take northern Nevada children to the annual Shrine Circus in Reno. This year the round trip from Winnemucca was made on August 6 for 793 children aged six to 12.

As a preliminary to the occasion, the train was parked at Winnemucca a day in advance, so the kids could "live it up" by painting the cars with circus decorations, scribblings, and other forms of art appropriate for first to eighth graders.

Many of the children arrived at Winnemucca from outlying Nevada communities by bus; others were picked up as the train passed through Jungo, Sulphur, Gerlach and Sand Pass. It was a "first train ride" or a "first circus" for many.

Childish appetites were calmed with box lunches from Reno, put aboard the train at Doyle. A baggage car full of refreshments kept the contingent satisfied until the food arrived. Tummy aches were dispersed by a doctor and a nurse.

At Reno the children formed in groups, grasped long ropes and, accompanied by chaperones, were led to Mackay Stadium a short distance away where they were assigned seats for the "Big Show." In the late afternoon, the small fry retraced their steps from the circus to the waiting special for the return ride to Winnemucca.

Dinner that evening consisted of a special spaghetti dish prepared by WP's dining car department who also, for dessert, bake a large cake for presentation to each child whose birthday

occurred that day. Recipients this year were Cheryl Metheny, Keith Donaldson, and Patrick Mott. Judge Merwyn H. Brown, past potentate of the Winnemucca Shrine Club and "Daddy of the Shrine Circus Train," joined in the cake presentations with Gil Kneiss, assistant to the president—public relations, as the children sang "Happy Birthday to You."

"Red" Watson, the "Eddie Peabody of Canada," entertained the children with his banjo.

The little tykes were pretty tired that night, but all agreed that "it was a SUPER day!"

Letter of thanks

Mr. Kneiss received the following letter, dated August 19, from W. A. McNeill, Illustrious Potentate, Kerak Temple, A.A.O.N.M.S., Reno, Nevada:

"I want to take this opportunity to thank you and the Western Pacific for the cooperation you have extended the Winnemucca Shrine Club and, more particularly, Merwyn H. Brown, Past Potentate of Kerak Temple who is also the daddy of the circus.

"I appreciate the many kindnesses that you have shown the Shrine Club in that area and wish to speak for Governor and Mrs. Russell and also Mrs. McNeill for the manner in which the train was handled. Only through close cooperation can a project of this size be achieved and I am quite certain that you and Merwyn spent many hours working out the details.

"Please accept Kerak's thanks for the courtesies extended to our Temple and to the Winnemucca Shrine Club."



Mr. Fixit

Gordon Switzer points out to Bill Anderson the trouble which sent one of WP's tractors in for repair.

keeping equipment operating and keeping gangs working is all in a day's work for
and his crew

ROADWAY equipment used along the railroad—and there's a lot of it—breaks down, wears out, and occasionally requires improvement in design no matter how good it is originally. This is no discredit to the manufacturers, it's just that machines and vehicles get a lot of rough and tough usage around a railroad. Ask the men who depend on them.

That's why Western Pacific's maintenance equipment shop is a busy place and a mighty important cog in the company's overall operations. Many WP railroaders probably are not aware of its existence, but ask any bridge and building crew, or extra gang, or a half dozen other departments who use such equipment. They'll tell you how important are Mr. Fixit and his crew.

WP has had a motor car shop in existence ever since the railroad first began operations back in 1910 and it has always been in Oakland. From an original location in back of where the

mill now stands, it was moved to an old shop, now razed. From a motor car shop it has expanded to handle more diversified work and it is now located in a modern, well-lighted building not far from the Oakland roundhouse. Many employees will recall the years between the wars when Clarence Albee, Bill Anderson, and Bill Hardy repaired all the motor cars, burro cranes, compressors and like equipment in the old red wooden shop inside the balloon track in Oakland yard. At that time the shop was part of the bridge and building department and, at different times, under supervisors C. P. Gilmore, C. A. Combs, and Norman McPherson who just passed away on August 12. Depending upon the season, the department had from one to three mechanics.

With the modernization of our railroad the use of excavators, bulldozers, loaders, power ballast tampers, tie installation and other roadway equipment (much of it rubber-tired) has



Paul Burner, Switzer's assistant, discusses a welding problem for the Speedall front end loader with John Smith, field equipment maintainer, and Gaylord Kennett, machinist.

greatly increased. The shop has grown steadily, and of necessity, under Foreman Bill Anderson. In addition to the men in the shop, traveling equipment maintainers follow the roadway gangs all over the railroad. There's a substantial amount of clerical detail and this is capably handled by Bob Failing, secretary-clerk, who furnished much of the information for this article.

This growth has brought necessary changes in organization and methods. The maintenance equipment department is now completely separated from the bridge and building department, and the divisions. It operates independently under Chief Engineer Frank R. Woolford and General Supervisor Gordon Switzer. Gordon succeeded Norman McPherson in 1954 and has brought the department to its present high level of production and efficiency. His assistant, Paul Burner, spends most of his time out on the road with the gangs and the equipment in use. Paul and many of the men who have worked as outside maintainers, including Doc

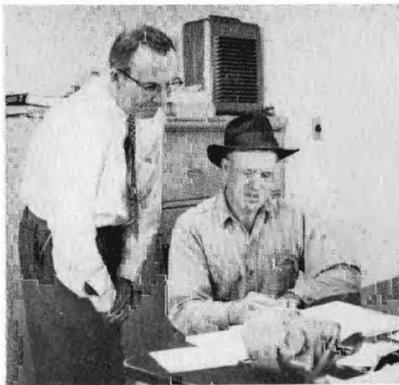
Canfield and Tommy Sykes who are now in the shop, are well known in every bridge and building and extra gang, and in every section from San Francisco to Salt Lake City. So are Lind Hutchinson, Wendover; Al Tonkin in Winnemucca; Leroy Swanson now in Portola; Ed Sutton, John Smith, and Clair Murdock in Keddie; and Bill Hardy out of Stockton and Oroville.



Gordon catches up on his paper work.

UNDER Gordon Switzer the department handles the maintenance and repairs of all roadway equipment used by bridge and building and extra gangs, by the section, water service, and welding gangs, and others. In addition, it assigns to the gangs, and supervises, outfit cars, water cars, and motor vehicles, as well as outfit cars used by signal and communications department's crews. The new camp trailers now being used as living quarters by some gangs—claimed by many to be the greatest improvement in roadway employees' living conditions—are also under Gordon's supervision.

The principal job of the department, though, is to keep the equipment operating and the gangs working. That it does well. The maintainers in the field service motor cars, compressors, "cats," and lighting plants, and make what repairs they can. Sooner or later, however, most of the equipment comes into the shop for overhaul. A big bulldozer, or other similar piece of equipment, may take hundreds of man hours and mountains of new parts to make it



Clerk Bob Failing with Bill Anderson.



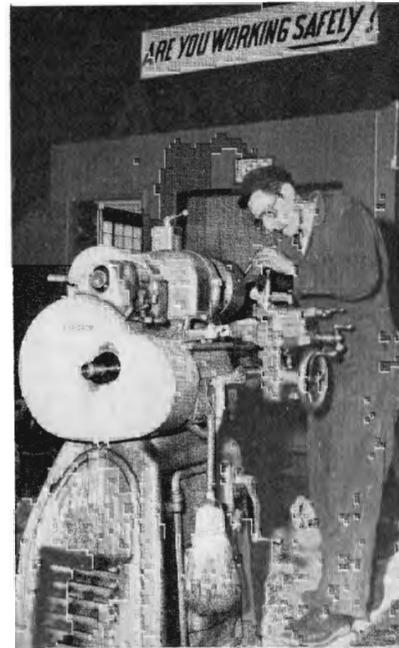
Klaus Sievers grinds part for mowing machine.

serviceable again. Small pieces, such as rail saws, lighting plants, motors, etc., can be overhauled and sent out as good as new in a few days.

Improvements to machines and better or more economical methods of repairs are continually being discovered and put into use by the mechanics. This is a long gradual process and most of it is unsung but not unappreciated. For example, Foreman Anderson many years ago made an improvement to rail joint angle bar clamps and the improved type of clamp is still in use. Switzer and others made a key improvement to a Matisa tie machine which has saved the company hundreds of dollars. The rollers on this machine, which grip the ties, wore out very frequently from abrasion. It cost about \$50 each to replace the rollers, and the mechanics needed special tools and many hours to change them out. Mr. Fixit and his crew devised a way

to have laminated rollers made at a cost of only \$7.35 each. Not only was the saving substantial, but the rollers lasted longer, could be changed out in a fraction of the time formerly required, and the length of time the machine was lying idle was considerably reduced.

Perhaps Gordon doesn't know it—he'd be the last to tell you if he did. MILEPOSTS got the information from a member of the engineering department as told to him by one of the larger railroad supply company representatives. The supplier said: "Western Pacific's maintenance equipment department is one of the most efficient and well or-



Raul Torres lathes vertical shaft for crane.



"I also wear 'em when I take my wife dancin.'"

ganized departments of its kind I have seen on any comparable sized railroad." Probably a good reason for this high compliment is the fact that every man in the department thinks his boss is tops, and the feeling is mutually expressed by Mr. Fixit.

There has not been a reportable injury in the memory of the oldest employees in the shop, and they are justly proud of their record. Absenteeism just does not exist, and although no comparisons are known, the maintenance equipment department employees do not believe that any other department can match their on-the-job record.

It's that kind of a department. Not only that, but when it comes to making an inoperative machine work—no matter how large or how small—Mr. Fixit and his crew can do the job and do it well.

(More pictures, Pages 8-9)



Left: Archie Martin washes equipment with steam and chemicals prior to repair work.



A Gradall excavator, one of the most versatile machines on the railroad, used for ditching, trenching, excavating, etc., and service truck with boom, welding outfit, drill press, electric grinder and tools. Picture was taken during job in the field.

Below: Cornelius Van de Graff and Tommy Sykes team up for work on a tractor.

Below: Balser Hefner works on speed prime pump on floor of shop in Oakland.



Above: "Doc" Canfield works on assembly of parts for a large tractor engine.



Loaded on a flatcar, this Tornado tractor is ready to leave the Oakland shop "ready to go" after overhaul and major repairs.

View of shop interior. Shop is well lighted, and equipped with tools for repairing any type of large or small road equipment brought in to the shop for major repair. Minor repairs are done by crews in the field.



Right: Another view inside Oakland shop.



How We're Doing

Because of diversion of considerable local and transcontinental L.C.L. merchandise to the railroads during the truck strike, WP carloadings for week ended August 16 were 16 per cent higher than for week ended August 9.

* * *

Also because of truck strike, box cars are in short supply, further aggravating an early tomato crop.

* * *

Gross operating revenues for July, 1958, compared with same month, 1957, down 7.02 per cent; operating expenses July, 1958, 7.21 per cent less than July, 1957. Gross earnings for year 1958 anticipated to be about 9 per cent less

than in 1957; if true, net income before funds will amount to about \$3 million compared with over \$4 million for year 1957.

* * *

Effective September 12, bus service between San Francisco and Oakland for passengers on Trains 1 and 2 is discontinued; revenue passengers using ferry service during September, 1957-May, 1958, period averaged 1.6 per train connection, carried at loss amounting to more than \$5,000 annually.

* * *

California Zephyr's average load in July, 1958, was 102.5 per cent of train capacity compared with 98.5 per cent in July, 1957.

He who gives also receives

Most of us have experienced the self-satisfaction and pride realized from contributing something worthwhile without benefit of remuneration other than, perhaps, a nice, warm feeling inside. That's the way it is when we contribute each year to the annual United Fund campaign. Sure, we part with a few of our hard-earned dollars, but we do receive satisfaction in knowing that we have helped a lot of people who are much more in need than are we.

It's difficult to realize that a year has passed since the last campaign, and we'll probably groan a little at the prospect. But, think how much worse it would be if each one of us had to do the soliciting, too, for then we'd have to work as well as give! The solicitors are the real heroes and they receive no more reward than do we.

The annual campaign gets under way this year in mid-September. Western Pacific will again offer its services by arranging for monthly installment payments of your total contribution through the payroll deduction plan.

A lot of needy people are depending upon us for our Fair Share support.

"Push-Button Yards"

Peter Josserand, night chief dispatcher at Sacramento, writes about "Push-Button Yards" in the October 1958 issue of *Railroad Magazine*.

The story takes you around the country and into Canada for a look at big, modern railroad yards, with their humps, tape recorders and other forms of push-button electronics.

For human interest, Josserand introduces "Big Joe," a boomer.

Smaller Crews— or No Crews?

Here's how one union answered the question—and why a train died

On May 19, *Railway Age* presented a Bold Proposal for railroad passenger service—a suggestion that railroads cost down and speed up service on an experimental run. The test would show, once and for all, whether passenger operations could be made profitable. If it worked everybody would gain—labor, management and the public. But to get an experiment going takes cooperation. And that can be tough. Here's a brief case history where cooperation wasn't forthcoming. Only the names are changed. . . .

The Train

A Midwestern local passenger train operating 205 miles a day, each way. It left City A (origin) early a. m., arriving at City B seven hours later; turning, it left City B in mid-afternoon and arrived back at City A that evening. Crew: one conductor, one engineer, one brakeman. Equipment: a self-powered unit, with RPO, baggage and passenger space.

The Problem

Out-of-pocket losses amounted to \$29,000 annually. Three crews were required to handle the two trains daily. An arbitrary for turning the one-car train at City B added more than \$2,500 a year to wage costs.

Under the three-crew operation, conductors and engineers changed at City C, a point between Cities A and B. Brakemen went the full distance but worked only 18 days a month under a guarantee rule giving them

earnings of more than \$28 per day for each day actually worked.

Actual crew costs in a recent month totaled \$5,400.

The Proposal

First of all, keep the train in question running. Set up a new agreement, based on 8 hours work for 8 hours pay. With the seven-hour schedule, use two conductors, two engineers, two brakemen in the total service. Eliminate the turning arbitraries. Estimated annual savings from this arrangement would figure close to \$27,000.

The Answer

The general chairman of one of the crafts agreed to use two men instead of three. A second craft refused. To prevent severe criticism of the first craft the road released him from the two-man agreement. The operation continued as before.

The Result

The railroad went to the state commission involved, and on the basis of losses being incurred, obtained permission to discontinue the train. Now there are no trains, no crews and no service.—A reprint from *Railway Age*, August 11, 1958.

WP pioneer engineer dies

Butler B. Boyd, who spent six years locating and constructing Western Pacific lines through the Feather River Canyon, died in San Diego on August 12 at the age of 79.

WP WILL REMEMBER

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders who recently retired:

Thomas F. Bedford, re-check clerk, San Francisco.

John W. Cook, carman, Oroville.

Dan T. Costello, commercial agent, San Francisco.

Amos F. Fuller, locomotive engineer, Oroville.

Oliver J. Hill, locomotive engineer, Elko.

Clarence J. Kiel, millman, Sacramento.

Frank H. Long, locomotive engineer, Elko.

John Madone, laborer, Sacramento Shops.

Leo E. Rodriguez, lead car inspector, Oakland.

William R. Stowell, blacksmith, Sacramento.

Present with Dan Costello (left) at a retirement luncheon given by shipper and carrier traffic representatives, were his wife, Florence, and two sons, Daniel and Kenneth.



Extending retirement best wishes to Engineer A. W. Fuller at Portola are N. F. Roberts, road foreman; W. H. Fuller, brakeman-conductor and

son; Fuller; Engineer B. O. Vance, (in back) and Trainmaster George M. Lorenz. Fuller completed 39 years, 11 months' service.



Pictured with Leo Rodriguez, lead car inspector at Oakland, on the last day before Leo's retirement are Lee Curtiss, carman; Leo; Carman Mc-

Cann; Laborer Marshall; Inspector H. R. Brothers, who succeeded Leo; Glenn Jayme, inspector; E. Humphry, laborer; Ed Coon, retired inspector.

Personnel Changes

Four railroaders changed positions on September 1, according to announcement made by the law and freight traffic departments.

The board of directors on August 19 elected Charles W. Dooling vice president-consultant. He will retain his

and Stanford University law school.

* * *

Elzo L. Van Dellen succeeds Dooling as general counsel. He joined the railroad's legal staff in 1948 and has been general attorney since 1954. Following graduation from Stanford University,



C. W. Dooling



E. L. Van Dellen



H. C. Dow



H. I. Stark

office in the law department where he has served since September 1, 1954, as vice president and general counsel. Dooling became a member of WP's law department on January 1, 1922, and was appointed general counsel in 1949. He is a graduate of Santa Clara

where he was left halfback on Tiny Thornhill's famous "Vow" team of 1933 and 1934, and admittance to the bar, Van worked briefly for the firm of McCutchen, Thomas, Matthew, Griffiths and Greene before joining South-

(Continued at bottom of Page 15)

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of September, 1958:

35-YEAR PINS		
Leland M. Brown	Chief Clerk, Overcharge Claim Bureau	San Francisco
F. T. Kelly	CTC Maintainer	Signal Department*
Albert E. Sanford	Locomotive Engineer	Western Division
30-YEAR PINS		
Wallace M. Berg	Locomotive Engineer	Western Division
Thomas J. Carroll	Conductor	Western Division
Thomas E. Crosley	Conductor	Eastern Division
Jack D. Garris	Painter	Mechanical Department
Ralph E. Gibson	Machinist	Mechanical Department
Raymond D. Groom	Locomotive Engineer	Western Division
Samuel F. Hiatt	Locomotive Engineer	Eastern Division
Frederick J. Lorsheter	Locomotive Engineer	Western Division
Clarence F. Malmstrom	Conductor	Eastern Division
Daniel W. Sullivan	Conductor	Eastern Division
Leonard Wallis	Machinist	Mechanical Department
25-YEAR PINS		
William J. Brockman	Section Foreman	Eastern Division
Gerald T. Clark	Conductor	Western Division
20-YEAR PINS		
Arno H. Schmitt	General CTC Maintainer	Signal Department
Jean Teaverbaugh	Patrolman	Chief Special Agent's Office
Guadalupe Vargas	Track Laborer	Eastern Division
15-YEAR PINS		
Hobart T. Baker	Switchman	Eastern Division
Eva J. Bogisich	Interline Clerk	San Francisco
Frank P. Callahan	Brakeman	Eastern Division
Fred Ellsworth	Fireman	Eastern Division
Joseph A. Espinoza	Electrician Helper	Mechanical Department
Ines M. Guadagnini	Head Machine Operator Clerk	San Francisco
Homer I. Hall	Brakeman	Western Division
Earl Hurst	Fireman	Western Division
Beulah R. Kennedy	Clerk	Western Division
Mary A. Leach	Clerk	Western Division
Mollie Lederman	Agents' Accounts Clerk	San Francisco
Floyd W. Paddock	Fireman	Western Division
Grover S. Sadler	Carman	Mechanical Department
George B. Srill	Clerk	Western Division
10-YEAR PINS		
Louie R. Ambrose	Brakeman	Western Division
Alice T. Anguilo	Secretary to Division Engineer	Western Division
Clarence H. Beasley	Switchman	Western Division
Arthur E. Bryan	Switchman	Western Division
Fred O. Crossgrove	Valuation Engineer	San Francisco
Reginald W. Dunkley, Jr.	Traffic Representative	San Francisco
Daniel D. Farley	Laborer	Mechanical Department
Irene A. Harmon	File and Record Clerk	San Francisco
Robert W. Feltrigo	General Secretary-Traffic	San Francisco
John L. Hicks	Accountant	Mechanical Department
Douglas L. Hickson	Hostler Helper	Mechanical Department
Cecil V. Huggins	Sheet Metal Worker	Mechanical Department
Bert Jaskala	Switchman	Western Division
William H. Kinnear	Yardmaster	Western Division
Leon Mason	Coach Cleaner	Mechanical Department
Earl C. Miller	Extra Gang Foreman	Eastern Division

Merrill E. Mitts	Sheet Metal Worker	Mechanical Department
E. Mumphyrey, Jr.	Laborer	Mechanical Department
Max Munson	Clerk	Western Division
James L. Satterlee	Switchman	Western Division
Hugh Smith	Carman	Mechanical Department
Glenn E. Sondergard	Yardmaster	Western Division
Walter S. Starr	Agent-Telegrapher	Western Division
Leo A. Tolefree	Coach Cleaner	Mechanical Department

(*Mr. Kelly received his pin in May, but was not previously reported.)

Optical costs reduced

Effective September 1, employee and pensioner members who have completed two years' membership in WP's medical department, may purchase eyeglasses and frames at a reduced cost. The medical department will absorb the difference between the amount of prepayment and the total cost of the purchase.

To participate in the savings, purchases must be made from any branch office of the Jenkel-Davidson Company in Northern California; Robert D. Bethel, Oroville (for his own patients); Hamilton Opticians, Reno; E. H. Bastien, Elko (for his own patients); or Gardner Optical Company, Salt Lake City.

Personnel changes . . .

ern Pacific's law department in 1940. He served as a lieutenant in the Navy before leaving SP in 1948.

H. Cushman Dow succeeds Van Dellen as general attorney. He joined the railroad as attorney on October 15, 1953. Following receipt of his A.B. degree from Yale University in 1941 and his LL.B. degree from Harvard Law School in 1948, he did corporate law work for Pillsbury, Madison & Sutro.

Dow served with the U. S. Navy for five years during World War II mostly

A lesser, but similar savings, will be offered medical department members who are patients of Dr. James Powell or Dr. William Plageman in Stockton, or Dr. Fred M. Poulson in Elko.

Utilization of this partial benefit is wholly optional with the individual member, as the medical department makes no claim that a member cannot "do better" through some optician of his own choice, but it is believed that a substantial savings can be realized under the new plan.

Further information is available from your department head, who has been provided with instructions regarding the plan.

in the South and Central Pacific areas as gunnery officer aboard the USS *Cleveland* and the USS *Atlanta*.

Harry I. Stark was appointed commercial agent in WP's freight traffic department with the retirement of Dan T. Costello. Harry has been with Western Pacific since 1937, the last 12 years of which have been in the freight traffic department. Since 1951 he has been traffic representative covering San Francisco's financial district. Stark is well known in traffic circles and has held office in several associations.



Caboosing

ELKO

J. L. Murphy

JAY KUMP, electrician, took his team to the Nevada state tournament in the Babe Ruth League held at Hawthorne on August 2. Jay, manager of the team, is assisted by a former WP'er, LAMAR KENDALL. Sons of Western Pacific men on the team include Richard Kendall, second base; Pat Laudell, catcher; Mayal Kump, third base; Del Roy Jones, center field; and Forbus Harper, pitcher.

Two more of our old-timers retired last week. They are Engineer FRANK LONG, who has been with Western Pacific since November, 1918, and Engineer O. J. HILL, who began his service in August, 1918. Happy retirement years are wished to both.

OAKLAND

John V. Leland and C. H. Briggs

About 65 people attended the successful picnic of the Switchmen's Union Local No. 291 (Western Pacific, Oakland Terminal and Alameda Belt Line), held on July 20. Among retired members present were FRANK ADAMS, GEORGE BOUSHEY, RAY HILBURN and MURRAY HAYNIE. Credit goes to the Ladies Auxiliary of Local No. 132 and to the committee, including D. W. GOODMAN, R. R. SIMS and ELMO EPPS, for the enjoyable outing.

Your reporter (J. V. LELAND), while

idling away his vacation at Lake Tahoe, pulled into No. 13 parking space at Harrah's Club, dropped a few nickels into machine No. 13 and rapidly knocked over 13 consecutive jackpots between Nos. 13 and 14 slots. "And I thought 'five' was my number!"

Best wishes to LEO RODRIGUEZ who retired July 31 as lead car inspector with nearly 37 years in WP service. Leo was born in Santa Cruz and first railroaded with the Santa Fe in Richmond. After serving as machinist helper at Mare Island during World War I he hired out with WP in October, 1921. Leo and his wife, Harriet, invite all friends to visit him at 3027 82nd Avenue, Oakland.



"I understand some big shots are giving us the once-over today."

MILEPOSTS

WINNEMUCCA

Ruth G. Smith

Miss Florence Rutherford, daughter of Trainmaster and Mrs. PAUL RUTHERFORD, became the bride of Herbert Buehler of Napa, California, in Reno on July 4. The new Mrs. Buehler was born and raised in Winnemucca and is a graduate of Humboldt County High School with the class of 1956. Her father was formerly a conductor at Winnemucca and now is a trainmaster in Oakland.

Engineer and Mrs. CHESTER F. McDONALD are parents of a new daughter, Mary Elena, born July 8 at Humboldt General Hospital. Mary Elena is the ninth child in the family.

Also welcoming a baby daughter in July were Captain and Mrs. William Kinnikin. Mrs. Kinnikin is the daughter of Engineer and Mrs. RAY MOORE of Winnemucca. She recently returned from Formosa where Captain Kinnikin has been stationed with the U. S. Air Force. Mrs. Kinnikin and her four daughters will soon join the Captain at his new base, Clark Field, in the Philippines.

STOCKTON

Elaine Obenshain

Sympathy is extended to the families of retired Section Laborer JOSE HERNANDEZ who died July 16, of retired Switchman FRED W. DENTNER who, following a long illness, died on July 29, and to the family of deceased Engineer S. N. COMPTON.

Our condolences also to Switchman R. W. SMITH, Carpenter C. F. SMITH, Fireman GEORGE POLLOCK and Carman WILLIE POLLOCK whose grandfather, George Pollock, died on July 6. The

late Mr. Pollock, besides serving as a sheriff in the Territory of Oklahoma, was instrumental in making the Territory a State.

Effective August 1, Lyoth QM Depot was reduced to a non-agency station with all future business to be handled by the agent in Stockton.

SACRAMENTO SHOPS

Marcella G. Schultze

Best wishes to Patricia Burnip, daughter of Machinist A. BURNIP, and Curt Edyen who were married July 27 at the Fourth Avenue Baptist Church in Sacramento. The new bride plans to continue her nursing studies in Oakland while her husband is attending New Highlands Junior College there.

Young Monte Latino, age 12, son of Painter Foreman M. J. LATINO, won the coveted position of catcher on the Lemon Hill Little League All-Star Team. However, in the opening game of a playoff against Parkway Estates, Monte's team was defeated.

Double congratulations are sent to E. L. TOMLINSON, carman, who became a grandfather for the 18th and 19th times on July 17. His daughter Phyllis, wife of Walter Bray, gave birth to twin sons.

Our sympathies are extended to CLARENCE KAGEE, furloughed carman helper, whose wife, Bernadine, was killed by a hit-and-run driver recently. The late Mrs. Kagee was struck down as she walked home with a bundle of groceries. After a 10-block chase by citizens who witnessed the accident, the driver was caught and arrested in an intoxicated condition.

* * *

A train will pass an intersection in a few seconds, whether your car is on it or not.

PORTOLA

Gladys K. Largan

Engineer A. W. FULLER made his last trip into Oroville on No. 17 July 31, thus completing 39 years and 11 months of service. "Burr" hired out as a fireman at Portola on August 30, 1918, was promoted to engineer in July, 1926.

He and his family lived in Portola until 1929, then moved to Oakland to stay until 1931 when they came back up to Keddie. In 1934, the Fullers settled in Oroville where they have raised four children, two sons and two daughters. A son, WILBUR H., is a brakeman and conductor. Mr. and Mrs. Fuller, who plan to move to Sacramento soon, also have five grandchildren.

His one regret, Burr says, is that



Dr. Bross and his daughter.

diesels didn't come 10 years before they did. No romanticist about the "iron horse," he recalls his happiest moment in railroading was when he heard that steam engines were to be retired.

With the weatherman cooperating, Portola's second annual Water Festival was a general success. Winners in the parade and other events included the Western Pacific Ice Deck, second, for the most original float; DR. W. S. BROSS, JR., awarded a prize for the shaggiest beard; and RUDY MŁAKAR, perishable freight department employee, second for best rider and second in the general equestrian rating.

Friends of retired Switchman RAY N. GOSSETT were saddened to learn of his death on July 19 at Kansas City. Ray retired from service at Portola in May, 1952.

James A. Paddock, brother of Section Foreman JOSEPH W. PADDOCK, was elected president of the Order of Railway Conductors and Brakemen at a convention held in Miami Beach, Florida, in June. James, at 42, became the order's youngest leader since 1890. He began railroading with the Bingam & Garfield in 1937, joined ORCB headquarters staff in 1948, and was elected



James Paddock and brother Joseph.



"When you're sent out to flag—YOU flag!"

senior vice president of the order at the 1954 convention. Joseph began his WP service as a clerk in the Oakland freight house in 1929 and became track foreman in 1933.

who bid on and has received the roundhouse clerk position at Elko.

SACRAMENTO STORE

Irene E. Burton

On the sick list here are EVELYN RICHARDSON who is having an operation on her foot, BRUCE STILWELL who is undergoing surgery for the second time in recent months, and Mrs. H. J. MADISON who is recovering well after a siege in the hospital. Replacing Evelyn, who will take her vacation after the foot operation, is TRUDY MACDONALD.

GEORGIA CHINDAHL spent her recent vacation in Spokane, Washington.

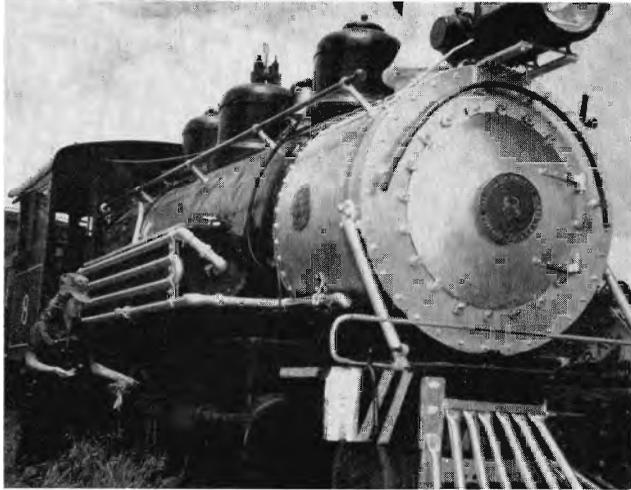
LAVON ROBISON, furloughed clerk, is back again to assist with inventory, which is keeping us all busy.

Congratulations to NORMAN VIZINA



"Dear Sir: Our train seats are better..."

Pretty Loretta Ann Martin, theme girl for the Plumas County Fair for 1958, oils Clover Valley engine No. 8, now part of the Plumas County Fair under sponsorship of the Feather River Short Line Railroad. Loretta, 18, and a honey blonde, is the daughter of Roadmaster John Martin. She was also Plumas County's representative in the Maid of California Contest at the State Fair, and is active in Rainbow Girls and the Portola Girls' Athletic Association.



KEDDIE

Elsie Hagen

A main attraction at the Plumas County Fair in August was the little train of the Feather River Short Line Railroad.

Now making his home in Westwood, California, is AUSTIN OELS, who retired in April.

Sympathy is extended to the family of HAROLD T. BASHFORD, engineer, who died on July 26 in the Industrial Hospital after a lingering illness of over six months. Services were held in Quincy, under the auspices of the local Elks Lodge, and he was buried in Shasta County, with services arranged by the Odd Fellows Lodge. Mr. Bashford is survived by his widow, Alice, three married daughters and one brother, all residents of California.

Best wishes for a speedy recovery go to Johnny Shannon, son of Engineer

JACK SHANNON. Johnny is in the hospital at Quincy recovering from injuries, including a broken leg, received in a recent automobile accident.

Mr. and Mrs. DON SEGUR, SR., retired, who were residents of Keddie many years ago, have returned to California after living in Oregon in recent years. They will make their home in Paradise, California.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

GORDON INGLE, chief clerk, tax department, is the proud possessor of Star 97, issued him recently by the Santa Clara County Sheriff's Reserve. Gordon is putting in 24 hours' voluntary duty each month, most of which is in patrol car work. He was one of fourteen out of a class of 24 to pass the entry examinations, and was also

top man in his class while schooling at San Jose City College.

We can imagine who might have had the most fun on the Jungle Ride at Disneyland last month when visitors to the park included vacationers KEN LEWIS, secretary-clerk president's office, his wife, Connie, son, Bruce, and their friendly little dog and pet, "Tinkle"! Although "Tinkle" couldn't make the ride, he had an equally enjoyable time in an air-conditioned kennel run by Disneyland for pets of visitors from all over the world.

Quizzed upon his return from visiting the Brussels World's Fair, Secretary-Clerk BOB GOLDEN, president's office, is of the opinion that the most outstanding feature of the Fair is the architecture of the buildings, the U. S. building in particular. Next, the Atomium, the center of attraction and a

thrilling experience for all who went inside. Most outstanding cities, to Bob, were Amsterdam, Holland, and Zurich, Switzerland. He enjoyed beautiful weather throughout the trip—warm, as was the beer in England, and dry, unlike the Martinis everywhere.

Off on a much needed vacation last month was CHARLES VINCENT, supervisor, duplicating bureau. Charley was unable to attend the funeral of his aged mother during the middle of July because of the serious illness of his wife who also passed away after a long illness less than one week later. To make matters worse, Charley was unable to contact his daughter on vacation in Mexico, at the time of his bereavement.

R. E. LARSON, vice president and treasurer, enjoyed a hearty chuckle upon his return to work August 18 following his heart attack a few months



The editor is grateful to the San Francisco Call-Bulletin for permission to use this cartoon.



Edward D. Murphy, general scale inspector, has his 35-year Service Pin presented by his brother, Frank S. Murphy, traffic representative. Combined they have 68 years of WP service. They are the sons of the late retired Conductor Edward C. Murphy.

ago. As part of a "Welcome Back" gesture on the part of his staff, were a half-dozen cartoons excellently drawn by staffer JIM CHRISTENSEN, depicting in caricature each of the gals (whistle!) in Roy's office, fondly expressing their greetings.

JOAN KARLIN, freight traffic, returned to the hospital last month for another operation on one of her arms, injured in an auto accident while returning home from Reno last September.

A wedding announcement was received from the former NELLIE O'GRADY, one of the California Zephyr's original Zephyrettes, announcing her marriage on August 18 to Alfred Negri. Accompanying the announcement was a card telling how MILEPOSTS keeps her informed of WP information, how she misses the train, and how she hopes that she and her husband can soon make a trip on the streamliner. They will make their home at 426 Clinton Street, Redwood City.

The law department received a letter from OTIS GIBSON, who left the com-

pany recently as general attorney and commerce counsel, telling that on August 12 Otis was elected secretary of the Old Ben Coal Corporation, Chicago. On August 19, he was elected secretary of three of the subsidiary companies of the corporation.

JEANETTE SUMMERFIELD, secretary to superintendent of transportation, left WP September 5 to resume her study for teaching at San Francisco State College. Her husband, JOHN, former employee, also attends SFSC.

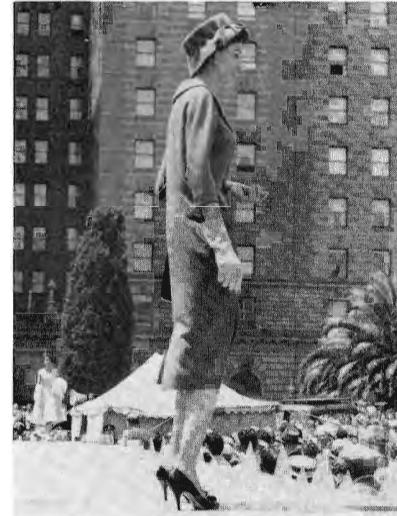
Most unsuitable!

Senator Smathers had some trouble getting to the recent rail rate hearing in Helena, Montana. While en route by air, he was separated from his luggage in Fargo, North Dakota, delayed by weather and then not able to get a plane seat in Billings, Montana. The senator also failed to make contact with a tailor who had emergency clothing for him. Reason: the tailor met the plane the senator couldn't get on!

—From *Railway Age*.



MILEPOSTS



Lee makes a pivot on the runway.

A tip on fashions

Collar Girls" selected from local industries for the fourth annual outdoor event.

Many of Lee's co-workers, after viewing the show, agreed that "The Shape of 58"—theme for the show—has a definite emphasis on femininity.

Lee has done her own dressmaking for years and has had some training in dress design. Naturally, it was easy for her to discuss fashions with the designers present at the show. "A few tips to watch for," said Lee, "are rich vibrant colors; vivid blues, yellowy autumn greens, gingery and grayed browns, purple-toned fabrics, bold oranges and blue tinged reds. Of course, basic black is always good."

Lee modeled clothes for H. C. Capwell & Co., Oakland store, who presented her with a merchandise order at the conclusion of the show.

There's a Moral Here Somewhere

A group of businessmen in a flourishing community in New York State grew dissatisfied with the appearance of one of the city's two railroad stations. It thought a new station in order and delegated a small committee to call upon the railroad's president to tell him so.

The president was interested at once. "I heartily agree," he said. "We'll go along with you gentlemen. How much money will your county put into it?"

The committee was not at all sure

that the county would contribute anything.

"That's interesting," noted the president. "Your county just handed the airport about a half-million dollars. Some of it was taxes paid by the railroads in your city and county. By the way, can you tell me how much in taxes the airport paid last year?"

The committee knew, of course.

So did the railroad president.

The city still has its old railroad station.—Elmira (N. Y.) *Star-Gazette*

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RAILROAD LINES



Chesapeake & Ohio dropped a train-off petition for the 250-mile run between Grand Rapids and Petoskey, Mich., following the 30 per cent mail pay increase granted eastern railroads.

A million-dollar undertaking at Norfolk Southern shops to upgrade and rehabilitate 237 steel boxcars from 80 to 100 thousand pounds is providing better equipment for shippers and stabilizing employment during the recession.

Norfolk & Western to purchase 268 diesels at cost of \$50 million to effect 100 per cent dieselization at present traffic levels; 202 of 262 steam locomotives will be retired by end of 1960, remaining 60 held as standby power.

Southern Pacific standardizing stainless steel or simulated stainless steel color on all passenger equipment except Overland route cars which will remain yellow.

Twenty-five 88-foot flat cars, longest ever built for piggyback service now in operation on Santa Fe.

Erie, and Delaware, Lackawanna and Western expect to realize a joint annual \$1 million saving by coordinating the two roads' facilities and operations between Binghamton and Gibson, New York.

Travelers riding at coach fares plus reduced Pullman fare have kept Missouri Pacific's Colorado Eagle Thrift-T-Sleepers on a nearly full occupancy basis during the past 30 days.